

To: Mayor and Members of City of Woodstock Council

From: Justin Miller, Development Planner, Community Planning

Application for Zone Change ZN8-24-11 – Sapson Holdings Woodstock Inc.

REPORT HIGHLIGHTS

- The purpose of the application for zone change is to amend the existing site-specific zone (C4-35) to permit a reduced minimum number of vehicle parking spaces for a hotel and two restaurants and to reduce the number of parking spaces after a drive-through window from two to nil, to facilitate the development of a five-storey hotel and two eating establishments.
- The proposed parking provided for the hotel would be 1 space per guest room rather than 1.2 spaces per guest room, and the proposed parking for the restaurants would be 1 space per 10.7 m² (115.2 ft²) rather than 1 space per 10 m² (107.6 ft²).
- Planning staff are recommending approval of the application as the proposal is consistent with the policies of the Provincial Policy Statement and maintains the general intent and purpose of the Official Plan respecting commercial uses.

DISCUSSION

Background

APPLICANT/OWNER: Sapson Holdings Woodstock Inc.
410 Bronte Street S., Milton ON L9T 7N4

AGENT: Brutto Consulting Ltd.
113 Miranda Avenue, Toronto ON M6B 3W8

LOCATION:

The subject property is described as Lot 8 and Part Lot 9, Plan 1626, in the City of Woodstock. The property is located on the south side of Dundas Street, lying between Woodall Way and Oxford Road 4, and is municipally known as 1510 Dundas Street.

COUNTY OF OXFORD OFFICIAL PLAN:

Schedule “W-1” City of Woodstock Land Use Plan Service Commercial

CITY OF WOODSTOCK ZONING BY-LAW 8626-10:

Existing Zoning: Special Highway Commercial Zone (C4-35)

Proposed Zoning: Amended Special Highway Commercial Zone (C4-35)

PROPOSAL:

The application for zone change proposes to amend the Special Regional Commercial Zone (C4-35) zoning present on the property to reduce the parking required for a five-storey hotel and two restaurants and to eliminate the requirement for two parking spaces after a pick-up window for a drive-thru window at a restaurant to facilitate the development of a hotel and two restaurants. The applicant is requesting a parking rate that is the equivalent of 1 space per guest room for the hotel where the zoning by-law requires 1.2 spaces and 1 space per 10.7 m² (115.2 ft²) where the zoning by-law requires 1 space per 10 m² (107.6 ft²). As part of the application submission, the applicant has provided justification for the requested reduction in parking which has been further supported by the City's Building Department.

The subject lands are approximately 10,079.1 m² (2.5 ac) in area and are currently under construction for the proposed uses. The applicant is proposing to establish two restaurants (one with a drive-thru) and a five-storey hotel with 90 guestrooms.

Surrounding land uses consist primarily of Highway Commercial uses with the Bysham Business Park in close proximity to the west.

In support of the application, the applicant provided a Parking Justification Study prepared by Trans-plan Transportation Engineering Inc.

Plate 1, Existing Zoning and Location Map, shows the location of the subject lands and the existing zoning in the immediate vicinity.

Plate 2, Aerial Map (2020), provides an aerial view of the subject lands and surrounding area.

Plate 3, Applicant's Sketch, provides an overview of the subject lands and future parking areas, as provided by the applicant.

Plate 4, Parking Justification Study, provides a parking justification study from Trans-Plan for the proposed development.

Application Review

2020 PROVINCIAL POLICY STATEMENT:

Section 1.1.1 of the PPS indicates that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term, accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, park and open space uses to meet long-term needs.

The policies of Section 1.1.3.1 state that settlement areas shall be the focus of growth and development.

Further, Section 1.3.1 of the PPS directs that planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional uses and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and,
- e) ensuring the necessary infrastructure is provided to support current and projected needs.

OFFICIAL PLAN:

The subject lands are designated 'Service Commercial according to the Land Use Plan for the City of Woodstock, as contained in the County Official Plan. The Service Commercial designation is intended to provide locations for a broad range of commercial uses that, for the most part, are not suited to locations within the Central Area or within Shopping Areas because of their site area, access or exposure requirements, or due to incompatibility or land use conflicts with residential development. Generally Service Commercial uses cater to vehicular traffic and single purpose shopping trips where customers are typically generated from passing traffic or a wide ranging market area. New uses permitted with the Service Commercial designation include, among other uses, hotels, restaurants and food outlets.

ZONING BY-LAW:

The subject lands are currently zoned 'Special Highway Commercial Zone (C4-35)' according to the City's Zoning By-law. The C4-35 Zone permits a wide variety of commercial uses, including the proposed hotel and restaurants. The special provision currently establishes site-specific provisions for front yard depth, interior side yard width, hotel height, parking area setback, truck loading spaces and passenger loading spaces.

The applicant is proposing to add further site specific provisions to reduce the number of parking spaces for a hotel from an equivalent of 1.2 spaces per guest room to 1 space per guestroom and 1 space per 10 m² (107.6 ft²) to 1 space per 10.7 m² (115.2 ft²) for a restaurant and to reduce the number of parking spaces after a pick-up window for a restaurant from 2 to 0.

AGENCY REVIEW:

The City of Woodstock Development and Engineering Department (Building) has provided the following comments:

The site has been reworked to provide 151 parking spaces. We are satisfied with the proposal. It is not worth the time to enter into a site agreement for both properties to borrow 3 or 3 more spaces.

Relief should be worded to accommodate the 151 spaces.

Relief is also required to reduce the queue spaces in the drive thru. Section 5.4.5.5 Queue Space Requirements; Table 12 Required Vehicle Queue Spaces from 2 spaces to nil after pick-up window. We are satisfied with the request.

The City of Woodstock Development and Engineering Department (Engineering) has provided the following comments:

If approved, an application to amend existing site plan SP8-17-20 will be required, where grading, servicing, SWM, etc. will be reviewed in further detail.

Oxford County Public Works has indicated that further comments will be provided during the site plan application.

PUBLIC CONSULTATION:

Notice of the zone change was provided to the public and surrounding property owners on May 15, 2024 and notice of public meeting was issued on August 30, 2024 in accordance with the requirements of the Planning Act. At the time of writing this report, no comments or concerns were received.

Planning Analysis

The application for zone change proposes to amend the current zoning provisions on the subject lands to permit a five-storey hotel with a minimum parking standard of 1 space per guestroom, and to permit two restaurants with a parking rate of 1 space per 10.7 m² (115.2 ft²) and a drive-thru without the required two parking spaces after the pick-up window for the proposed eating establishment to facilitate the development of the subject lands.

As the proposal will promote an efficient use of existing infrastructure, a mix and range of employment uses and diverse economic base, Planning staff are satisfied that the proposed development is consistent with the policies of Section 1.3.1 of the PPS with respect to employment uses within a designated Settlement Area.

As part of the application submission, the applicant has provided a parking justification prepared by Trans-Plan Transportation Consultants for the requested reduction in parking. The study did a comparative analysis of similar uses in Ontario in communities with similar sized hotels with similar transit opportunities as Woodstock. The study found that the site plan submitted with the application provides adequate parking spaces based on the observed parking rate of these similar sites. It is noted that there are no on street parking opportunities on Dundas Street or Oxford Road 4, and as such, there is limited impacts expected external to the site if the parking demand is greater than the supply provided onsite.

Regarding the reduction from 2 to 0 spaces after the pick-up window for the restaurant, it is noted that the drive through queue will provide the 11 required spaces to the pick-up window and due to the location of the drive through, minimal impacts to the Dundas Street public right of way are expected. Additional stacking of vehicles could occur in front of the proposed garbage enclosure without negatively impacting the parking and driveway aisles. City Building staff have not objected to the reduction, and the reduction appears to have been applied in other locations within the City where pick-up windows are present.

The Service Commercial Designation permits a wide variety of commercial uses, including a hotel and restaurant. These uses, including the proposed drive-thru are not uses that are expected to be located within the downtown or other shopping areas.

Planning staff are satisfied that the proposal is consistent with the policies of the Provincial Policy Statement and meets the general intent and purpose of the Official Plan respecting commercial uses within the Service Commercial designation and can be given favourable consideration.

RECOMMENDATIONS

It is recommended that the Council of the City of Woodstock approve the application for zone change for lands described as Lot 8 and Part Lot 9, Plan 1626, in the City of Woodstock, to amend the C4-35 Zone to permit a five-storey hotel and two eating establishments with reduced parking standards.

SIGNATURES

Authored by:

Justin Miller
Development Planner

Approved for submission:

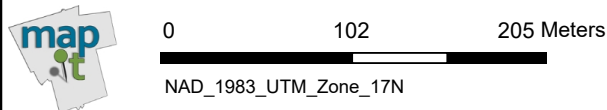
Eric Gilbert, RPP, MCIP
Manager of Development Planning



Legend

- Zoning Floodlines
Regulation Limit
- ◆ 100 Year Flood Line
 - ▲ 30 Metre Setback
 - ◆ Conservation Authority Regulation Limit
 - ◆ Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)

Notes



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey

May 14, 2024



Legend

- Parcel Lines
- Property Boundary
 - Assessment Boundary
 - Unit
 - Road
 - Municipal Boundary

Subject Lands

Notes



0 26 51 Meters

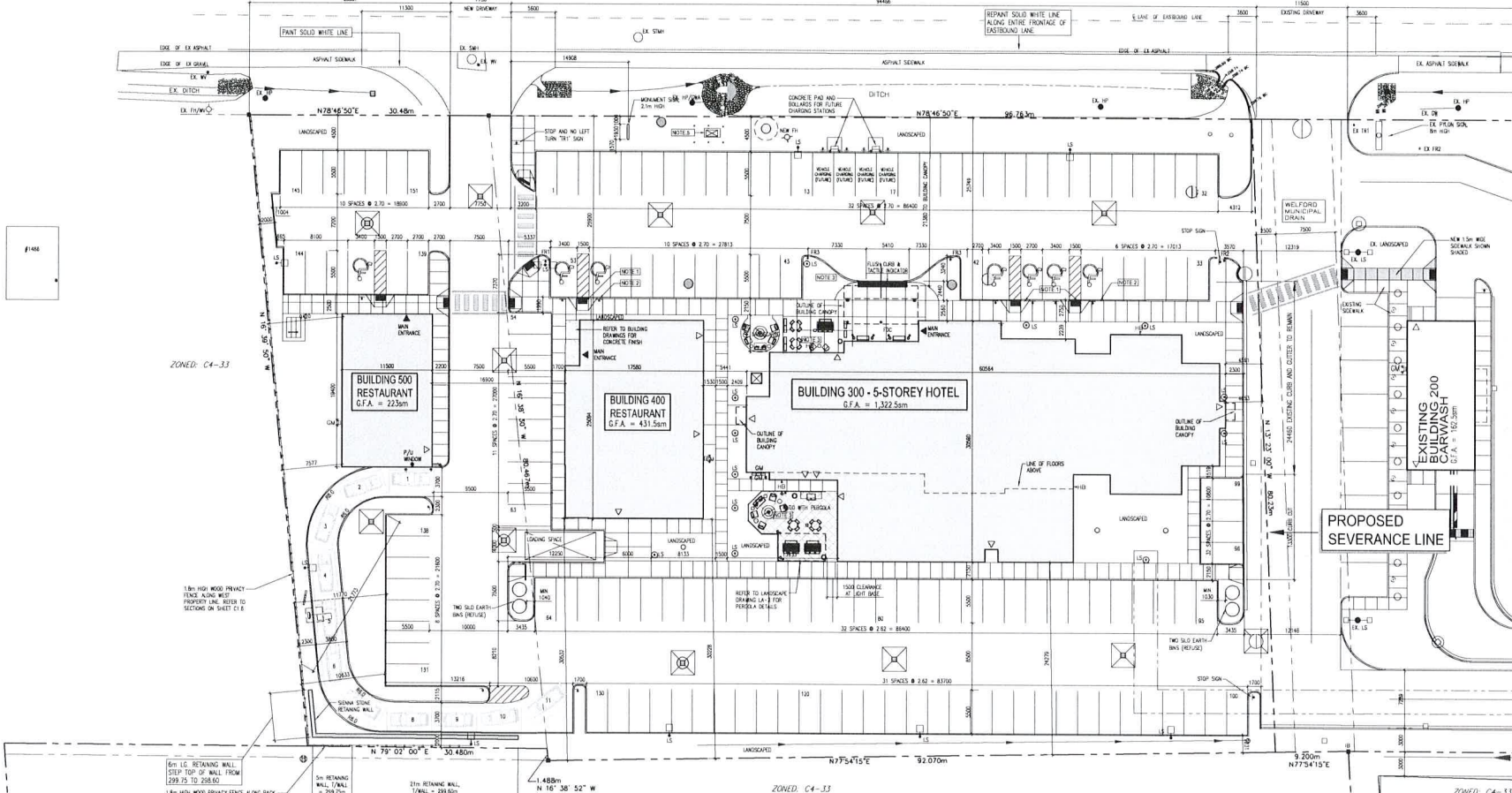
NAD_1983_UTM_Zone_17N



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey

May 14, 2024

DUNDAS STREET



ENLARGED SITE PLAN - PHASE 2

SCALE: 1:250

WORK WITHIN MUNICIPAL R.O.W. (UTILITY CONNECTIONS, DITCH RE-GRADING AND ASPHALT SIDEWALK REQUIRES TRAFFIC CONTROL IN ACCORDANCE WITH ONTARIO TRAFFIC MANUAL, BOOK 7 AND THE TOWN OF WOODSTOCK.

FOUNDATION DETAILS FOR TENANT SITE EQUIPMENT

EQUIPMENT	FOOTING SIZE DIAMETER x DEPTH	FOOTING REINFORCEMENT DOMELS / REB	REMARKS
VEHICLE CHARGING STATIONS	1.8m x 1.8m x 200mm THK. CONCRETE PAD		SEE NOTES 1 & 3
TRANSFORMER VAULT	1.2m x 2.0m x 200mm THK. CONCRETE PAD		SEE NOTES 1 & 5
(8) 100mm# BOLLARDS w/ COVERS AND REFLECTIVE STRIPS (4-CHARGING STATIONS, 4-GAS METERS)			
(4) 150mm# BOLLARDS w/ COVERS AND REFLECTIVE STRIPS (8-TRANSFORMER)			
(4) 150mm# BOLLARDS (REFUSE ENCLOSURES)			
NOTES:			
1. ALL UNDERGROUND SERVICES BY ELECTRICAL CONTRACTOR			
2. SUPPLIER TO PROVIDE INVENTORY AND MATCH TO GENERAL CONTRACTOR			
3. SUPPLIER TO INSTALL EQUIPMENT AND MAKE FINAL CONNECTIONS			
4. SUPPLIER TO PROVIDE EQUIPMENT TO CONCRETE SIDEWALK AND MAKE FINAL CONNECTIONS NO ANCHORS REQUIRED.			
5. GENERAL CONTRACTOR TO INSTALL EQUIPMENT COMPLETE			

CIVIL-STRUCTURAL ENGINEER



d.g. macloskey engineering ltd.
225-510 woodstock street west, woodstock ontario n4s 1g7-8b6

STAMP



DATE (mm/dd/yyyy)	ISSUED FOR
28/07/23	DATE PLAN APPROVAL
18/08/23	REVISED FOR SIGN
27/10/23	REVISED FOR COMMENT
17/07/23	DATE REVIEWED
26/05/23	REVISED FOR SIGN
15/04/23	TENDER PACKAGE #1
12/04/23	REVISED FOR SIGN
07/04/23	REVISED FOR SIGN / PRESET
07/04/23	REVISED FOR SIGN
21/02/23	CONSTRUCTION
17/11/22	FOR TRUCKLE REVISIONS
25/07/24	REVISED
20/07/24	REVISED
15/08/24	REVISED

general notes:

- THIS PLAN IS AN INSTRUMENT OF SERVICE ONLY AND IS THE PROPERTY OF THE ENGINEER.
- NO PART OF THIS PLAN MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.
- THE ENGINEER HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE INFORMATION PROVIDED IN THIS PLAN AND HAS FOUND IT TO BE REASONABLY ACCURATE AND COMPLETE.
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PROJECT: COMMERCIAL DEVELOPMENT
5-STORY HOTEL
ADDRESS: 1510 DUNDAS STREET, WOODSTOCK, ONTARIO
CLIENT: KRS HOLDINGS WOODSTOCK INC.
DRAWING TITLE: ENLARGED SITE PLAN - PHASE 2

SITE PLAN SPECIFIC NOTES:

- SEE ACCESSIBILITY RAMP DETAIL (C1.6)
- "BARRIER FREE PARKING" SIGN MOUNTED ON POST AT EACH BARRIER FREE PARKING SPACE.
- REFER TO LANDSCAPE DRAWINGS FOR PLANT DETAILS.
- REFER TO REFUSE ENCLOSURE DETAILS ON SHEET C1.8.
- TRANSFORMER VAULT AND 8-150mm# BOLLARDS SUPPLIED AND INSTALLED BY GENERAL CONTRACTOR
- BICYCLE RACK TO BE WAVE BIKE RACK; MODEL 14243; 3 LOOP (BIKE CAPACITY 5); FLOOR MOUNT, BLACK.

SCALE:	AS NOTED	TOWNEPLACE SUITES BY HARRIOTT <small>ENGINEERING & DESIGN INC.</small>
DRAWN BY:	JLD	
CHECKED BY:	JLD	
DATE:	APR 2020	
PROJECT FILE NO.:	M19-221	
		DRAWING NO.: C1.3

14.3.35.2.5 Truck Loading Spaces

Minimum 1 per site

14.3.35.2.6 Passenger Loading Spaces

Minimum 1 per site

14.3.35.2.7 Parking Spaces for Hotel

Minimum 1 per guest room

14.3.35.2.8 Parking Spaces for Eating Establishment

Minimum 1 per 10.7 m² of gross floor area

14.3.34.2.9 Required Number of Vehicle Queueing Spaces after Pick-up Window

Minimum 0

14.3.35.3 That all the provisions of the C4-33 Zone in Section 14.3.33.2 to this By-Law, as amended, shall apply, and further that all other provisions of this By-Law, as amended, that are consistent with the provisions herein contained shall continue to apply mutatis mutandis.”

2. This By-law comes into force in accordance with Section 34(21) and (30) of the Planning Act, R.S.O. 1990, as amended.

READ a first and second time this 19th day of September, 2024.

READ a third time and finally passed this 19th day of September, 2024.

Mayor – Jerry Acchione

Clerk – Amelia Humphries

Parking Justification Study - (Update) Response to Comments

Proposed Commercial and Hotel Development

1534 Dundas St.
Woodstock, ON

August 2024

Prepared For
SAPSON HOLDINGS WOODSTOCK INC
388 Wettlaufer Terrace
Milton, ON L9T 7N2

Plate 4: Parking Justification Study
File No.: ZN 8-24-11: Sapson
Holdings Woodstock Inc.
Plan 1626, Lots 8 and 9 - 1510
Dundas Street, City of Woodstock



67 Mowat Ave, Suite 331
Toronto, ON M6K 3E3



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trans-plan.com
admin@trans-plan.com



August 15, 2024

SAPSON HOLDINGS WOODSTOCK INC
388 Wettlaufer Terrace
Milton, ON L9T 7N2
Attn: Mr. Gary Singh

c/o Mr. Francesco Fiorani
Brutto Consulting

Re: Proposed Commercial & Hotel Development, Phase 2, 1534 Dundas Street, Woodstock, ON – Response to Comments - Parking Study (Update)

TRANS-PLAN has prepared this Transportation Study, consisting of a Parking Study and Site Plan Review components, in support of the proposed Commercial and Hotel Development Phase 2 located at 1534 Dundas Street, Woodstock, ON.

Our Parking Study, which evaluates shared parking among different land uses and includes proxy site surveys, suggests that the parking supply will adequately meet the parking needs at the full build-out of the proposed development. Additionally, the Site Plan Review confirms that the dimensions of the parking stalls are sufficient for the proposed development.

Sincerely,



Anil Seegobin, P.Eng.
Partner, Engineer
Trans-Plan Transportation Inc.
Transportation Consultants



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Transmittal Letter

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1. INTRODUCTION

Trans-Plan has been retained by SAPSON Holdings Woodstock Inc. to complete a Parking Justification Study (Update) in response to Oxford County provided comments letter dated May 30, 2024, for the proposed Commercial & Hotel Development, Phase 2, located at 1534 Dundas Street on the southwest corner of Dundas Street and Oxford Road 4, in the City of Woodstock, Oxford County, Ontario. As per the County's comment, they are requesting that the proxy sites to be selected should have a similar characteristic to the proposed development and be within the vicinity of the City of Woodstock, where the subject site is located.

To address this, the report includes the following study components:

- A review of the study area context and the existing and proposed uses at the site.
- An updated review of on-site parking requirements, as per the City of Woodstock Zoning By-laws, in comparison to the total proposed on-site parking supply.
- Providing a shared parking analysis which is based on ITE Parking Generation Book 5th Edition for the proposed commercial and hotel development to determine whether the proposed parking supply can be sufficient for the development's future peak parking demands.
- A review and analysis of the Zoning By-law parking requirements of nearby municipalities as compared to the Zoning By-Law of the City of Woodstock where the proposed development is located.
- Comparison of parking utilization surveys at proxy sites that have similar characteristics with the proposed development and is within the vicinity of the City of Woodstock as per the County's comments.

2. SITE LOCATION AND CONTEXT

2.1 Site Location

The site, shown in Figure 1, is located at 1534 Dundas Street at the southwest corner of Dundas Street and Oxford Road 4, in the city of Woodstock, Oxford County, Ontario. The east portion of the site, Phase 1, has been recently built at the southwest corner of the intersection and consists of a gas bar with 5 gas pumps (10 vehicle fueling positions), a convenience store building, a Tim Hortons restaurant with a drive-thru, a commercial building, and an automated car wash. Two accesses, one off Oxford County Road 4 and the other off Dundas Street, have been constructed.

The area surrounding the site primarily consists of commercial and industrial uses to the west such as a Petro Canada gas station and a Garden and Landscaping Centre. There is rural undeveloped land to the south. To the north and east of the site is mainly industrial uses such as Penske Logistics and a Toyota Motor Manufacturing facility and more undeveloped land.

2.2 Proposed Development

The proposed site plan for the development, prepared by D.C McCloskey Engineering Ltd., is shown in Figure 2. The plan outlines the construction of 2 Commercial buildings and 1 Hotel Development. Below is a breakdown of the buildings and units within each structure:

- Building 300: 90-room 5-story hotel with 5,494 sq.m. total GFA
- Building 400: 431 sq.m. GFA dine-in restaurant
- Building 500: 223 sq.m. GFA drive-through restaurant

The previous Site Plan for the proposed development included 139 parking spaces only, with 3 of these spaces allocated from the existing Phase 1 development. To increase the overall number of parking spaces, the Site Plan was revised by reducing the width of 96 out of 154 parking spaces to 2.70 meters. This update added 15 additional spaces, resulting in a new total of 154 spaces, including the 3 spaces from the existing Phase 1 development. The updated Site Plan is provided in Figure 2.

The site access off Dundas Street and Oxford County Road 4 remains the same with an additional site access to be built west of the Dundas Street access.

2.3 Transit Connections

The site is served by Woodstock Transit, providing connectivity to surrounding areas within Woodstock. Woodstock Transit stops are within walking distance of the site. The transit routes that are within close vicinity of the site is the following,

Woodstock Route 2, Dundas East is a local Woodstock Transit route that extends from the Woodstock Transit Terminal and arrives at the same transit terminal located at 623 Dundas Street, Woodstock. The nearest bus stop is located at Woodall Way and Dundas Street, approximately 900 metres (13 min walk) northwest of the subject site. All buses for this route leave the Transit Terminal at :00 and :30 past each hour of operating service and arrive back at :25 and :55. This route operates on weekdays and Saturdays; however, it does not operate on Sundays. Table 1 summarizes the bus route serving the area and includes service frequencies which are from the Woodstock Transit website. An excerpt of the Woodstock Transit system map is provided in Figure 3.

Table 1 – Transit Service in the Study Area

Route	No.	Nearest Transit Stop	Approximate Service Times		Approximate Peak Service Frequency (min)		
			Weekdays	Saturday	AM	PM	SAT
Dundas East	2	Woodall Way / Dundas Street	6:00 am - 10:30 pm	8:00 am – 10:00 pm	30	30	30

3. PARKING REQUIREMENTS

3.1 Parking Supply

The site plan proposes a total of 154 parking spaces, which are distributed across the area, with 3 of these spaces coming from the existing Phase 1 development.

3.2 Zoning By-law Parking Requirements

The parking requirements of the proposed residential development use was reviewed based on the City of Woodstock Site specific Zoning By-law No. 8626-10 (See Appendix A – City of Woodstock By-law, Excerpts for source information). The parking requirements and supply are shown in Table 2.

Table 2 – Parking Requirements, City of Woodstock Zoning By-law

Land Use	Site Stats	Minimum Parking Requirement		Parking Supply (spaces)	Deficiency (spaces)
		Rate	Required Spaces		
Hotel or Motel	90 Units	1.2 spaces per unit	108	154 spaces (3 spaces allocated for phase 1 development)	-20 spaces
Dine-In Restaurant	431.5 m2 GFA	1 space for every 10 m2	66		
Drive-Thru Restaurant	223.0 m2 GFA				
TOTAL			174		

Based on the City of Woodstock Zoning By-law, the parking requirement for the subject site is 174 spaces. The proposed parking supply is 154 spaces, which is deficient of the City's requirement by 20 spaces.

The proposed parking supply of 154 spaces, which is about 11 percent deficient. A parking utilization survey was conducted at another hotel within Woodstock to confirm the typical parking demands of existing hotels in the area. In addition, a comparison of hotel development parking rates was compared to other similar townships.

3.3 Shared Parking Analysis

The peak parking demands of Hotel, Fast Food with Drive-Through Window, and High Turnover Restaurants use typically do not coincide within the same timeframe. The typical shared parking demands from ITE Parking Generation Book 5th Edition for Hotel (LUC 310), Fast Food with Drive-Through Window (LUC 934), and High Turnover Restaurants (LUC 932) uses are shown in Table 3 and source material is provided in Appendix B – ITE Parking Generation Book 5th Edition, Excerpts.

Table 3 - Shared Parking Peak Demand, Hotel, Fast Food with Drive-Through, and Dine-In Restaurant, Weekday Peak

Land Use	Time Period	Peak Percentage	ZBL Requirements (spaces)	Peak requirements (spaces)
Hotel (LUC 310)	12pm to 1pm	85%	108	92
Fast Food with Drive-Through Window (LUC 934)		100%	22	22
High Turnover Restaurant (LUC 932)		100%	44	44
Total			174	158

Source: ITE Parking Generation, 5th Edition

Based on the shared parking analysis, the subject site is expected to experience peak parking demands between 12pm to 1pm, and the minimum parking supply required can potentially be reduced to 158 spaces. Given that the updated total parking capacity is at 154 spaces which is 4 spaces short from the computed shared parking analysis, this represents only about 2% deficient. Since this percentage is very small, it can still be concluded that the parking supply should adequately accommodate the expected peak parking demand.

3.4 Review of Parking Requirements of Similar Municipalities

As part of the justification for a lower parking supply rate at the subject site, a review of the parking requirements as per the Zoning By-laws of similar municipalities is shown in Table 4. Source information is provided in Appendix C – Zoning By-Laws of Similar Municipalities, Excerpts.

- City of St Thomas Zoning By-law 50-88 (April 1988)
- Town of Cobourg Zoning By-law 85-2003 (Dated March 8, 2004)
- Town of Stratford Zoning By-law No. 45N (Dated April 15, 2024)

Table 4 – Comparison of By-law Parking Requirements

Municipality	Parking Rate	Parking Requirement* (spaces)	Parking Surplus Compared to Subject Site (spaces)
	Hotel		
City of St Thomas	1 space per suite ⁽¹⁾	90	+18
Town of Cobourg	1 space per bedroom ⁽²⁾	90	+18
Town of Stratford	1 space per guest room ⁽³⁾	90	+18

*: including the required spaces for Hotel Development identified in City of Woodstock Zoning By-Law 8626-10

Sources: (1) City of St Thomas Zoning By-law 50-88, Table 4.3.3

(2) Town of Cobourg Zoning By-law 85-2003, Section 6.1.1

(3) Town of Stratford Zoning By-law No. 45N, Section 10.1.1

Based on a review of similar municipalities for parking requirements, the proposed parking supply of the subject site would be considered sufficient. The parking requirements for the City of Woodstock are relatively conservative compared to other similar municipalities.

4. PROXY SITE PARKING SURVEYS

To evaluate and understand the parking demand for the proposed Commercial and Hotel Development, surveys were conducted at similar developments within the City of Woodstock. Two sites were selected to provide accurate representations of parking characteristics. These proxy site surveys were drawn from Trans-Plan's database and were chosen based on the City's request for proxy sites that closely resemble parking conditions in Woodstock.

4.1 Proxy Site Details

The selected proxy sites located at 811 Athlone Ave. and 511 Norwich Ave. in the City of Woodstock feature existing Hotel Developments with comparable characteristics to the subject site. Unit occupancy information was gathered through discussions with property managers, current tenants, and online reviews, which were then used to adjust survey results accordingly. These proxy sites were chosen due to their close resemblance to the subject site, both proxy sites being recently constructed 5-storey hotels within the vicinity of Woodstock. Table 5 presents a detailed comparison of site statistics between the subject site and the chosen proxy sites.

Table 5 - Proxy Site Details, Site Statistics

Site	Parking Supply (Spaces)	No. of Units (Units)	Supply Ratio (Spaces/Unit)
1510 Dundas Street	108	90	1.20
811 Athlone Avenue	90	62	1.45
511 Norwich Ave	104	87	1.20

4.2 Proxy Site Survey Methodology

The proxy parking surveys for three separate sites were conducted by Trans-Plan Inc., each following a specific protocol:

For the Site located at 811 Athlone Avenue, Trans-Plan Traffic Inc. conducted parking surveys over three consecutive days in the first week of July. The surveys were conducted from Friday to Sunday, with data collection extending from 12:00 AM to 11:30 PM on Friday and Saturday, and from 12:00 AM to 09:00 AM on Sunday. Throughout these days, information on parking demand within the on-site parking lot was gathered at 30-minute intervals. Trans-Plan also performed additional spot counts as part of their assessment, and detailed results can be found in Appendix D - Proxy Site Parking Utilization Survey Data

For the Site located at 511 Norwich Ave, Trans-Plan Traffic Inc. conducted parking surveys over three consecutive days in the first week of July. The surveys were conducted from Friday to Sunday, with data collection extending from 12:00 AM to 11:30 PM on Friday and Saturday, and from 12:00 AM to 09:00 AM on Sunday. Throughout these days, information on parking demand within the on-site parking lot was

gathered at 30-minute intervals. Trans-Plan also performed additional spot counts as part of their assessment, and detailed results can be found in Appendix D - Proxy Site Parking Utilization Survey Data

4.3 Proxy Site Parking Demand Results

The survey results, showing the peak parking demand (maximum number of vehicles occupying the lot) are displayed in Table 6. The detailed survey results are shown in tabular form in Appendix D - Proxy Site Parking Utilization Survey Data

Table 6 – Proxy Site Parking Results

Statistics	Proxy Sites	
	811 Athlone Ave	511 Norwich Ave
Site	811 Athlone Ave	511 Norwich Ave
No. of Units	62	87
Occupied Units	62	87
Survey Dates	July 05, 06 & 07, 2024	July 05, 06 & 07, 2024
Day and Time of Peak Demands	Sunday from 1AM to 6AM	Saturday, 4AM & 5AM
Peak Parking Demands (spaces occupied):	62	87
Peak Parking Demand Rate (spaces / occupied unit)	1.0	1.0
Average Peak Parking Demand Rate	1.0	

The average peak parking rate was determined by gathering the number of occupied parking spaces over the occupied units across all the proxy sites. The parking survey results indicate that the peak parking demand rate is 1.0 at 811 Athlone Ave. The development at 511 Norwich Ave generated a parking demand rate of 1.0. The average parking demand rate of the two proxy sites was calculated to be 1.0 space per occupied unit. The survey results indicate that a parking rate used for the subject site will be sufficient to accommodate the future parking demands of the development.

5. CONCLUSIONS

This Parking Justification Study report for the proposed Commercial & Hotel Development, Phase 2, 1534 Dundas Street, Woodstock, ON is summarized as follows:

Parking Justification Study

- The proposed parking supply of 154 spaces is deficient of the County's Zoning By-law by 20 spaces.
- A shared parking method has been applied and can potentially reduce the minimum parking requirements to 158 spaces.
- The County's parking rates were compared with the City of St. Thomas, Town of Cobourg and Town of Stratford. The proposed parking supply of the subject site would be considered sufficient as per their by-law requirements at these municipalities. The County's parking rates seem to be more conservative compared to these other municipalities.
- Proxy site surveys were completed at a similar apartment building in the similar municipality and a parking demand rate of 1.0 spaces per unit was observed.
- The proposed parking supply of 154 spaces is expected to be sufficient based on the by-law comparison of other municipalities and the proxy site survey data.

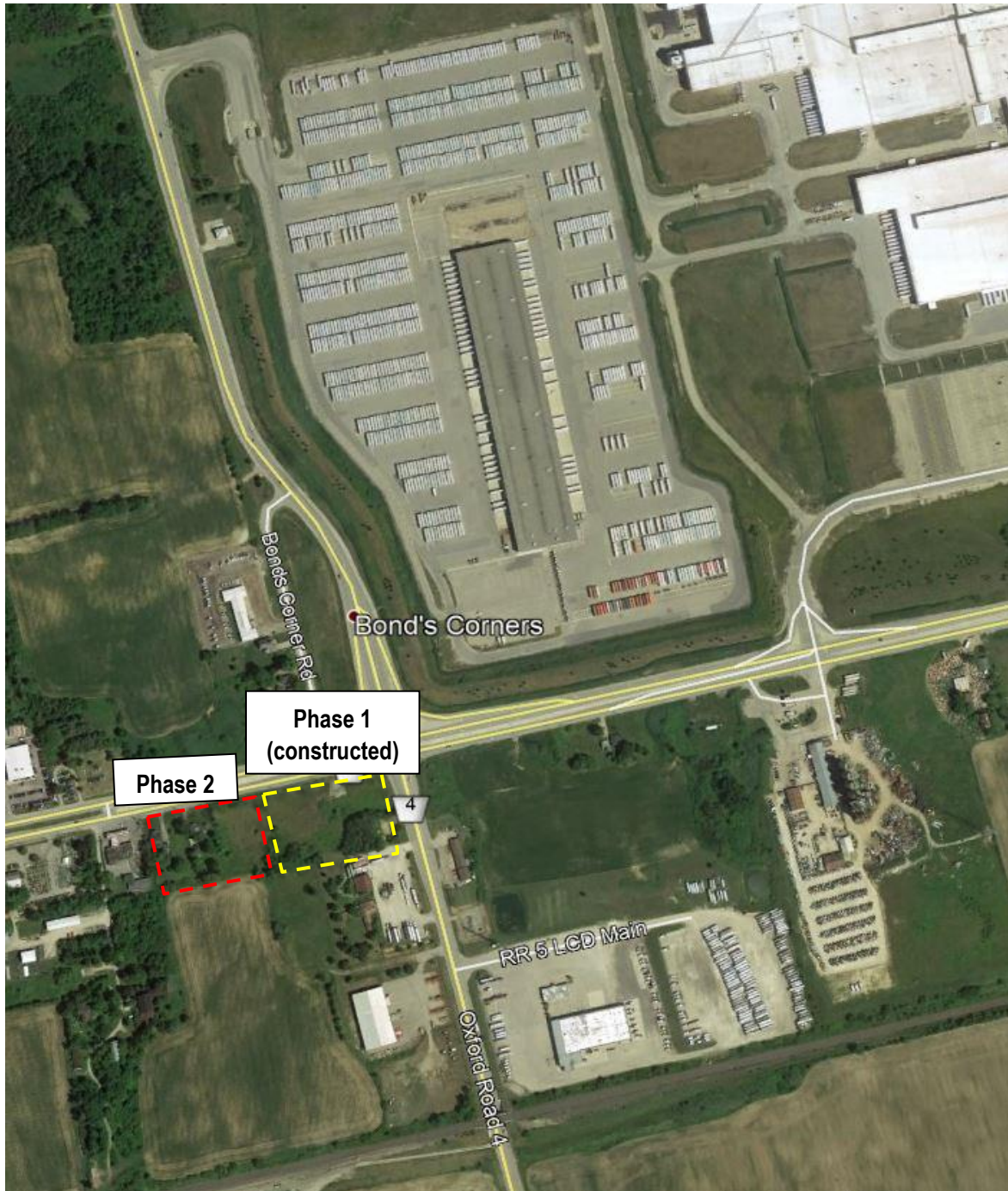
Respectfully submitted,

Anil Seegobin, P.Eng.
Partner, Engineer

Trans-Plan Transportation Inc.

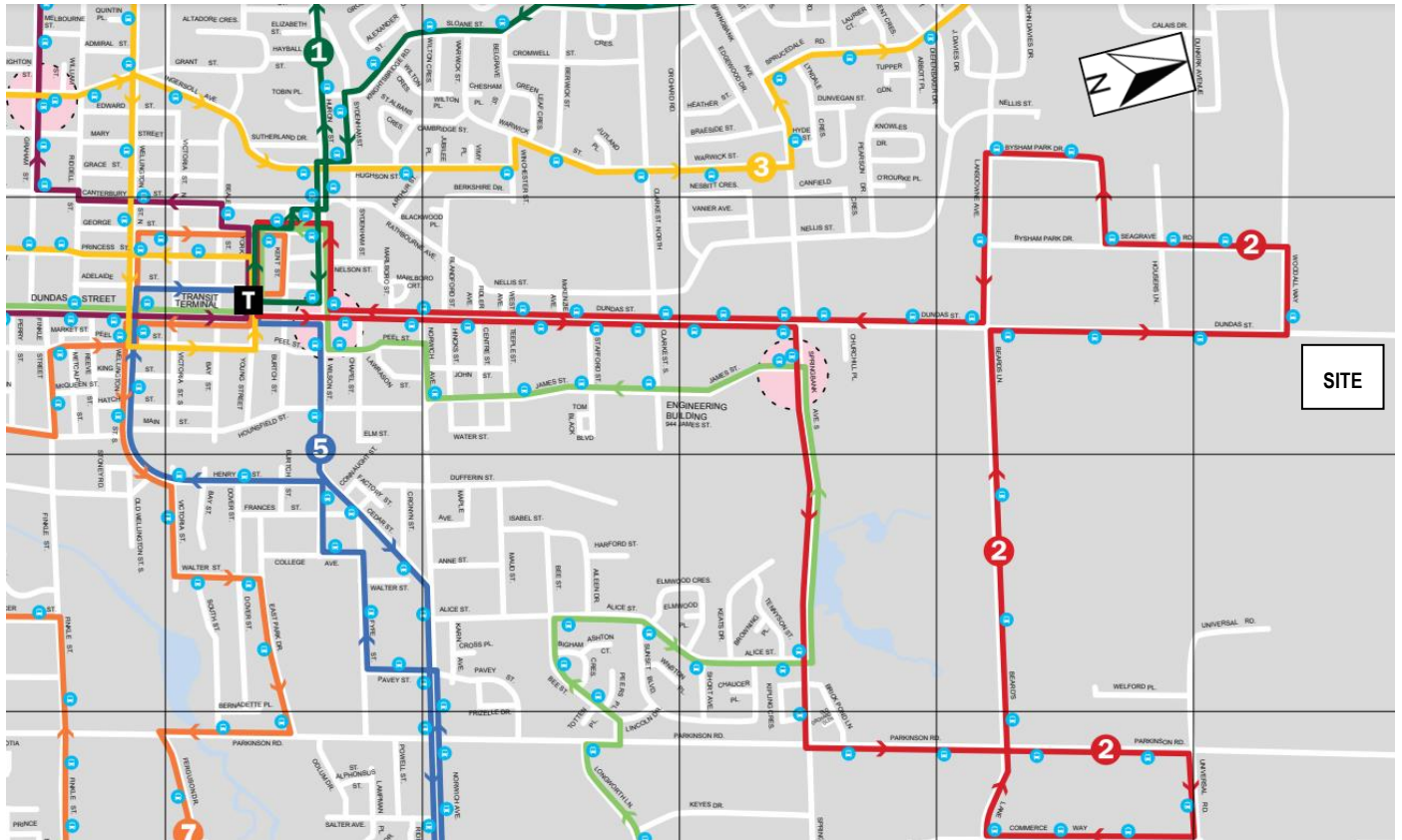
Transportation Consultants

Figure 1 – Site Location



Source : Google Earth

Figure 3 – Study Area Transit Service



Source: Woodstock Transit Map, Woodstock Transit Website

APPENDICES:

Appendix A – City of Woodstock By-law, Excerpts

Appendix B – ITE Parking Generation Book 5th Edition, Excerpts

Appendix C – Zoning By-Laws of Similar Municipalities, Excerpts

Appendix D - Proxy Site Parking Utilization Survey Data



APPENDIX A

City of Woodstock Zoning By-law Excerpts

GENERAL PROVISIONS

LAND USE	NUMBER OF VEHICLE PARKING SPACES	
	A General Standard	B Downtown as Per Schedule 'D'
Residential Type Business Uses		
- <i>bed and breakfast establishment</i>	1.0 per <i>dwelling unit</i> plus 1.0 per <i>guest room</i>	Same as column A
- <i>hotel or motel</i>	1.2 per <i>guest room</i>	Same as column A
General Business Uses		
- furniture store - retail building supply establishment	1.0 per 90 m ² of <i>gross floor area</i>	Same as column A
- <i>funeral home</i>	1.0 per 20 m ² of <i>gross floor area</i> , minimum 20 spaces	1.0 per 50 m ² of <i>gross floor area</i>
- bank / finance office - retail store or service shop - rental establishment - office or public building - personal service shop - shopping centre (excluding a retail food store) with a <i>gross floor area greater than 600m²</i>	1.0 per 30 m ² of <i>gross floor area</i>	1.0 per 50 m ² of <i>gross floor area</i>
- <i>eating establishment</i> - commercial club - bar or nightclub - assembly hall	1.0 per 10 m ² of <i>gross floor area</i>	1.0 per 50 m ² of <i>gross floor area</i>
- shopping centre with a gross floor area of 600 m ² or less - retail food store	1.0 per 20 m ² of <i>gross floor area</i>	1.0 per 50 m ² of <i>gross floor area</i>
- customer contact centre office/ medical clinic	1.0 per 15 m ² of <i>gross floor area</i>	1.0 per 50 m ² of <i>gross floor area</i>
Amended by By-Law 8847-13		
Industrial Type Uses		
- truck terminal - industrial establishment - warehouse - wholesale outlet	1.0 space per 200 m ² <i>gross floor area</i> plus 1.0 space per 30 m ² of office space	N/A
- veterinarian's clinic, animal kennel and animal shelter	1.0 per 40 m ² of <i>gross floor area</i>	N/A
- body-rub parlour	1.0 space per 10 m ² of <i>gross floor area</i>	N/A
- adult entertainment parlour	1.0 space per 10 m ² of <i>gross floor area</i>	N/A

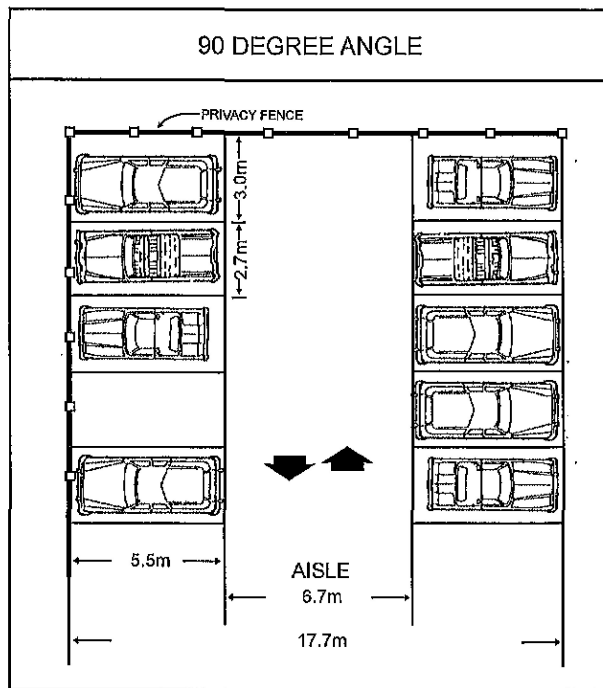
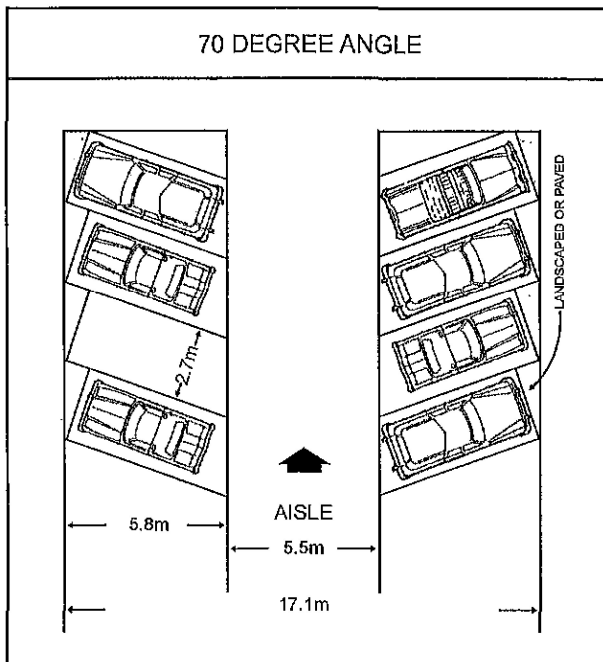
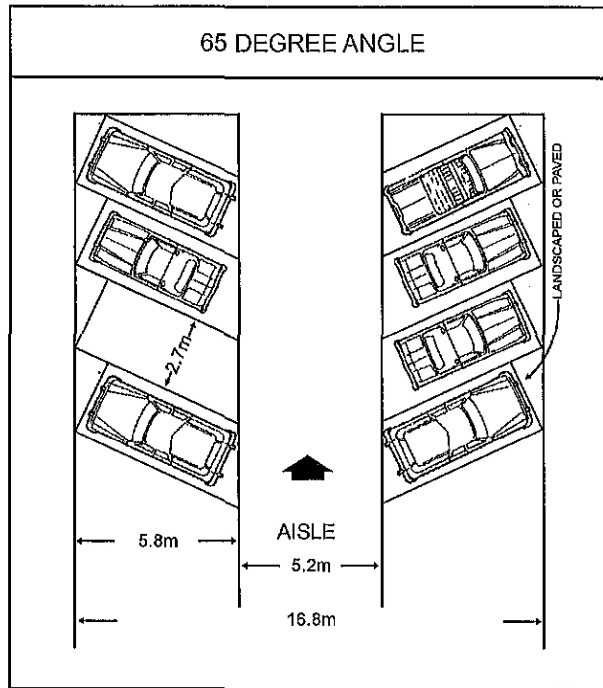
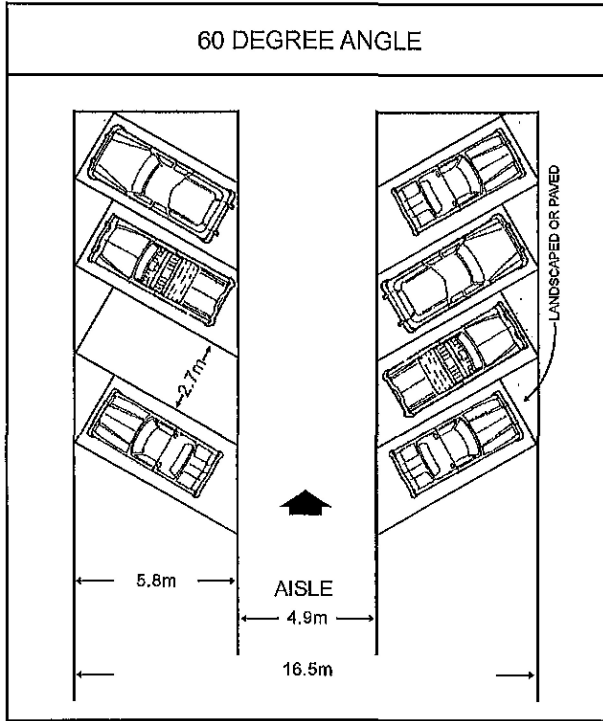
SCHEDULE "C-2"

PARKING SPACE AND PARKING AISLE REQUIREMENT PLAN

By Configuration

CITY OF WOODSTOCK

NOTE : ALL DIMENSIONS ARE IN METRES



GENERAL PROVISIONS

5.4.2.2 Parking Area Exempt

Notwithstanding subsection 5.4.2.1, the establishment of *parking spaces* shall not be required for any non-residential *use*, other than a *hotel*, within the area identified as the "Area Where No Parking Spaces or Loading Spaces Required as per Section 5.4.2.2 and Section 5.4.5.4" on Schedule "D".

5.4.2.3 Parking for Downtown Residential Uses

Notwithstanding any other provision contained in this By-law, where residential development within that area identified as the "Area Exempt from Parking Requirements as per Section 5.4.2.3" on Schedule "D" would require 10 *parking spaces* or less as calculated in accordance with subsection 5.4.2.1, the minimum number of *parking spaces* required for said residential development shall be nil.

5.4.2.4 Visitor Parking for Residential Uses

In addition to the requirements set out in Table 4, where there are more than 10 residential units, visitor *parking spaces* and motor vehicles must be provided at a rate of 1 space for every 10 required *parking spaces*.

Notwithstanding the above, the required number of visitor *parking spaces* for residential uses located in the 'Central Commercial Zone (C5)' shall be nil.

(Deleted and Replaced by By-Law 9254-18)

5.4.2.5 Accessible Parking

5.4.2.5.1 Accessible parking spaces for all non-residential and multiple residential uses including, an *apartment dwelling house*, a *boarding or lodging house*, a *horizontally attached dwelling house*, a *multiple attached dwelling house* and a *multiple-use apartment dwelling house* shall be provided in compliance with the provisions of this subsection:

5.4.2.5.2 For the purpose of this subsection:

- (i) a Type A *parking space* shall comprise an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.5 m; and
- (ii) a Type B *parking space* shall comprise an unobstructed rectangular area with a minimum width of 2.7 m and a minimum length of 5.5 m.

5.4.2.5.3 Each accessible *parking space* must maintain a 1.5 m wide access aisle along the entire length of the parking space as illustrated on Schedule "H". Where two or more accessible *parking spaces* are required in accordance with the provisions contained in Table 5 – Designated Accessible Parking Space Regulations, an access aisle may be shared between accessible *parking spaces*.

5.4.2.5.4 Required Number of Accessible Parking Spaces

Accessible *parking spaces* for non-residential and multiple residential uses shall be provided in compliance with Section 5.4.2.5.1 and Table 5 – Designated Accessible Parking Space Regulations.

GENERAL PROVISIONS**5.4.5.3 Standards for Loading Spaces**

All *loading spaces* must be rectangular and must comply with the provisions of Table 11 below:

TABLE 11 - LOADING SPACE STANDARDS

Design Provision	Standard Loading Space	Passenger Loading Space
length	9.0 m	6.0 m
width	3.5 m	3.5 m
vertical clearance	4.5 m	n/a
location	any yard other than a <i>required front yard</i> or <i>exterior side yard</i> , except in an Industrial Zone where such <i>loading space</i> shall be setback a minimum of 20 metres from a <i>street line</i>	any yard
access driveway width	6.0 m	3.5 m

5.4.5.4 Exemption

Notwithstanding subsections 5.4.5.1 & 5.4.5.2, within the downtown area identified as having reference to this subsection on Schedule "D", no *loading space* shall be required.

5.4.5.5 Queue Space Requirements

Where any *use permitted* by this By-law offers drive-through service, off-street vehicle queue spaces leading to and from the drive-through service must be provided in accordance with Table 12.

TABLE 12 – REQUIRED VEHICLE QUEUE SPACES

Land Use	Required Number of Spaces
automated teller situated on the exterior of a <i>building</i> or free-standing	3.0 before each automatic teller
<i>automobile service station</i> and <i>public garage</i>	3.0 before each service bay 1.0 at service bay exit if a through-bay
<i>motor vehicle washing establishment</i>	5.0 before each wash bay 2.0 after each wash bay
<i>eating establishment</i>	7.0 before order board 4.0 between order board and pick-up window 2.0 after pick-up window
<i>convenience store</i>	2.0 before service window



APPENDIX B

ITE Parking Generation Excerpts

Land Use: 310 Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. It typically provides a swimming pool or another recreational facility such as a fitness room. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand (1) on a weekday (four study sites) and a Saturday (five study sites) in a general urban/suburban setting and (2) on a weekday (one study site) and a Saturday (one study site) in a dense multi-use urban setting.

Hour Beginning	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
	Weekday	Saturday	Weekday	Saturday
12:00–4:00 a.m.	96	74	93	100
5:00 a.m.	–	–	–	–
6:00 a.m.	91	62	97	95
7:00 a.m.	89	62	100	95
8:00 a.m.	90	72	93	89
9:00 a.m.	100	74	72	85
10:00 a.m.	98	76	69	74
11:00 a.m.	89	77	65	61
12:00 p.m.	85	79	78	47
1:00 p.m.	75	78	78	42
2:00 p.m.	81	67	63	41
3:00 p.m.	70	64	59	43
4:00 p.m.	74	67	58	48
5:00 p.m.	65	73	52	53
6:00 p.m.	73	83	63	64
7:00 p.m.	78	92	74	67
8:00 p.m.	93	97	78	78
9:00 p.m.	96	100	72	81
10:00 p.m.	95	91	84	93
11:00 p.m.	95	83	92	98

Land Use: 932 High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. They are commonly referred to as casual dining. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal. Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain lounge or bar area for serving food and alcoholic drinks. Fast casual restaurant (Land Use 930), quality restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

The analysis of parking demand for this land use has identified different parking demand rates between high-turnover restaurants with and without lounges. The term “family restaurant” is used interchangeably as an abbreviated version of “high-turnover (sit-down) restaurant without lounge or bar facilities.”

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand **on a weekday** at family restaurants that serve breakfast, lunch, and dinner (12 study sites); family restaurants that serve lunch and dinner (38 sites), and restaurants with a lounge or bar (four sites).

Hour Beginning	Percent of Weekday Peak Parking Demand		
	Family (breakfast, lunch, and dinner)	Family (lunch and dinner)	Lounge or Bar
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	10	–	–
7:00 a.m.	25	–	–
8:00 a.m.	68	–	–
9:00 a.m.	72	–	–
10:00 a.m.	77	26	9
11:00 a.m.	83	43	15
12:00 p.m.	100	95	100
1:00 p.m.	91	95	81
2:00 p.m.	56	49	54
3:00 p.m.	42	39	33
4:00 p.m.	42	37	26
5:00 p.m.	64	62	29
6:00 p.m.	87	99	58
7:00 p.m.	79	100	70
8:00 p.m.	65	83	77
9:00 p.m.	42	51	61
10:00 p.m.	21	28	41
11:00 p.m.	–	–	–

Land Use: 934 Fast-Food Restaurant with Drive-Through Window

Description

This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday-through-Thursday weekday (four study sites) and a Saturday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Weekday	Saturday
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	–	–
8:00 a.m.	–	–
9:00 a.m.	–	–
10:00 a.m.	28	31
11:00 a.m.	60	50
12:00 p.m.	100	88
1:00 p.m.	85	100
2:00 p.m.	57	75
3:00 p.m.	43	50
4:00 p.m.	45	31
5:00 p.m.	59	50
6:00 p.m.	62	69
7:00 p.m.	18	63
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

Land Use	Requirement	Proposed
Hotel	108	154
Restaurant	44	
Restaurant w/ Drive-Through	22	
Total	174	154

Saturday Peak Calculation

Time	General Urban / Suburban LUC 310		Hotel LUC 310		Fast-food with Drive Through Window LUC 934		High Turnover (Sit Down) Restaurant LUC 932	
	pct %	Spaces	pct %	Spaces	pct %	Spaces	pct %	Spaces
12:00-4:00 am	74*	80			31*	7	15*	7
5:00 am	74	80			31*	7	15*	7
6:00 am	62	67			31*	7	15	7
7:00 a.m	62	67			31*	7	28	12
8:00 a.m	72	78			31*	7	52	23
9:00 a.m	74	80			31*	7	75	33
10:00 a.m	76	82			31	7	91	40
11:00 a.m	77	83			50	11	100	44
12:00 p.m	79	85			88	19	90	40
1:00 p.m	78	84			100	22	80	35
2:00 p.m	67	72			75	17	67	29
3:00 p.m	64	69			50	11	45	20
4:00 p.m	67	72			31	7	39	17
5:00 p.m	73	79			50	11	40	18
6:00 p.m	83	90			69	15	40	18
7:00 p.m	92	99			63	14	58	26
8:00 p.m	97	105			63*	14	40	18
9:00 p.m	100	108			63*	14	35	15
10:00 p.m	91	98			63*	14	33	15
11:00 p.m	95	103			63*	14	33*	15

* Conservatively assumed based on the occupancy

Land Use	Requirement	Proposed
Hotel	108	154
Restaurant	44	
Restaurant w/ Drive-Through	22	
Total	174	154

Weekday Peak Calculation

Time	General Urban / Suburban		Hotel		Fast-food with Drive Through Window		High Turnover (Sit Down) Restaurant	
	LUC 310	LUC 310	LUC 310	LUC 310	LUC 934	LUC 934	LUC 930	LUC 930
Hour	pct %	Spaces	pct %	Spaces	pct %	Spaces	pct %	Spaces
12:00-4:00 am	96*	104	28*	6	2*	1		
5:00 am	96	104	28*	6	2*	1		
6:00 am	91	98	28*	6	2*	1		
7:00 a.m	89	96	28*	6	2	1		
8:00 a.m	90	97	28*	6	5	2		
9:00 a.m	100	108	28*	6	14	6		
10:00 a.m	98	106	28	6	17	7		
11:00 a.m	89	96	60	14	18	8		
12:00 p.m	85	92	100	23	100	43		
1:00 p.m	75	81	85	20	75	32		
2:00 p.m	81	87	57	13	45	19		
3:00 p.m	70	76	43	10	31	13		
4:00 p.m	74	80	45	10	42	18		
5:00 p.m	65	70	59	14	23	10		
6:00 p.m	73	79	62	14	49	21		
7:00 p.m	78	84	18	4	77	33		
8:00 p.m	93	100	18*	4	69	30		
9:00 p.m	96	104	18*	4	28	12		
10:00 p.m	95	103	18*	4	20	9		
11:00 p.m	95*	103	18*	4	11	5		

* Conservatively assumed based on the occupancy



APPENDIX C

Zoning By-Laws of Similar Municipalities, Excerpts

Type of Use	Minimum Parking Requirement
Eating establishments	1 space for every 9 m ² (97 ft ²) of gross floor area or portion thereof.
Retail Commercial Use	1 space for every 18 m ² (193 ft ²) of gross floor area or portion thereof.
Service or repair use; personal service use; or dry cleaning distribution	1 space for every 18 m ² (193 ft ²) of gross floor area or portion thereof.
Commercial recreation; sports facilities; place of entertainment; or place of Amusement	1 space for every 14 m ² (150 ft ²) of gross floor area; or 1 space for every 4 persons of design capacity
Bowling Alley; Curling Rink	2 spaces per lane or curling sheet
Auction centre	1 space for every 37 m ² (400 ft ²) of gross floor area
Driving School	The greater of: - 1 space per 3 fixed seats or fraction thereof; or - 4 spaces plus 2 spaces per classroom
Hotel; motel; apartment hotel; convention centre; conference centre	1 space per bedroom; plus 1 space for every 9 m ² (97 ft ²) of gross floor area of public use areas (eg. restaurants, meeting rooms); plus 1 space for every 33 m ² (355 ft ²) of gross floor area or portion thereof for office use areas
Commercial club; private club	The requirements for any uses which are applicable, particularly eating establishments and recreation facilities plus 1 space per 9 m ² (97 ft ²) of gross floor area of common or public use areas.
Building Supply; equipment rental facility; wholesale use; or contractors display/office/yard use	1 space for every 18 m ² (193 ft ²) of gross floor area or portion thereof of the retail commercial use but does not include outside storage facilities
Garden centre and nursery use	12 parking spaces minimum
Vehicle Service Station; Vehicle Body Repair; or Repair Operation; Vehicle Rental Operation	1 space for every 28 m ² (300 ft ²) of gross floor area or portion thereof including service bays
Vehicle Wash (Self-Service); Vehicle Wash (Mechanical); Vehicle Fuelling Station	5 spaces per stall 10 spaces per stall 2 spaces per pump
Vehicle Sales Outlet	10 spaces in addition to display areas
Undertaking Establishment	1 space for every 13 m ² (140 ft ²) of gross floor area or portion thereof
Banks/financial institutions	One space for every 23 m ² (250 ft ²) of floor area devoted to general banking services for public use and office uses. Each drive-up window shall have sufficient stacking room for six cars, and a bypass lane shall be provided.
Automatic Teller Machines	2 spaces per machine for automatic teller machines which are free-standing and are not located in association with bank or other uses.
Convenience Stores	1 space for every 18.6 m ² (200 ft ²)
Taxi establishment	1 space for every 18 m ² (193 ft ²) of gross floor area or portion thereof for the office plus an additional 2 spaces
Studio use for a photographer, an artist or craftsman	1 space for every 50 m ² (540 ft ²) of gross floor area or portion thereof

Zoning By-law for the City of St. Thomas

4.2.11.7 The minimum of 1 parking space is required for each additional residential unit. Notwithstanding the provisions of subsection 1.81(ii), a parking space for an additional residential unit may be located in tandem with parking spaces provided for the main residential unit.

4.2.11.8 Additional Residential Units shall be required to conform to all Ontario Building Code and Ontario Fire Code regulations.
(By-law 98-2021)

4.3 PROVISIONS APPLICABLE TO COMMERCIAL ZONES

The provisions of Paragraph 4.3 .1 and all other paragraphs of subsection 4.3 shall, unless the context otherwise requires, apply to all lands, buildings and structures in each commercial zone, and in the event of any conflict between any provision in any paragraph in this subsection 4.3 and any provision of sections 12 to 19 inclusive, the provisions of the paragraph in this subsection shall prevail.

4.3.1 SUBSTANDARD LOTS IN COMMERCIAL ZONES

4.3.1.1 Where an existing building is located on a lot having less than the minimum lot frontage, lot area, setback, front yard depth, side yard depth or rear yard depth required by this by—law, the said building may be enlarged, reconstructed, repaired or renovated provided that the enlargement, reconstruction, repair or renovation does not further reduce any setback, front yard depth, side yard depth, or rear yard depth which is less than the minimum required by this by—law and all other applicable provisions of this by—law are complied with.

4.3.1.2 An existing lot having less than the minimum lot frontage or minimum lot area required by this by-law may be used for any purpose permitted in any commercial zone provided all other applicable provisions of this by—law are complied with and there are available to service the building or structure thereon and the lands on which it is situate:

- (a) a municipal water supply system; and
- (b) a municipal sanitary sewage system, and a municipal storm sewage system, or a combined municipal sanitary and storm sewage system.

4.3.2 USE OF LANDS FOR PARKING IN COMMERCIAL ZONES

4.3.2.1 Subject to the provisions of 3.2.2, no part of any lot shall be used for the parking of a motor vehicle or a trailer.

4.3.2.2 Subject to the provisions of paragraph 4.1.9.1 and 4.3.2.3, a parking lot or parking space may be located anywhere in a commercial zone and may be used for the parking of a motor vehicle or a trailer.

4.3.2.3 No parking lot or parking space shall be located or used:

- (a) within those parts of a corner lot as described in clauses 4.1.6.1 and 4.1.6.2 in which no building or structure may be erected or used, or
- (b) within a landscaped area.

4.3.3 PARKING REQUIREMENTS IN COMMERCIAL ZONES

4.3.3.1 The owner or occupant of any building or structure erected in the C4, C5 or C7 zones and used for a purpose permitted in the zone in which such building or structure is erected, shall provide and maintain on the lot on which such building or structure is erected, a parking lot containing the minimum number of parking spaces set forth below.

Permitted Purpose or Use	Minimum Number of Parking Spaces
Retail store	4.5 spaces for 100 m ² of floor area

Business office	3.0 spaces per 100 m ² of floor area
Personal service shop	3.0 spaces per 100 m ² of floor area
Restaurant	20.0 spaces per 100 m ² of floor area
Hotel	1 space per suite plus space for other uses in accordance with this by-law if over 10% of hotel area
Theatre	1 space per 4 seats
Private club, banquet hall, dance hall	10 spaces per 100 m ² of floor area
Gas bar, automatic car wash, automobile service business, automobile trade, automobile service station	4.5 spaces per 100 m ² of floor area plus 5 spaces for temporary vehicle storage
Groceries, supermarket	6.0 spaces per 100 m ² of floor area
Church	1 space per 6 seats
Hospital	1 space per bed
School – elementary - secondary	2 spaces per classroom 5 spaces per classroom
Residential - Apartment -Townhouse -Other residential dwelling types	1.25 spaces per dwelling unit 1.25 spaces per dwelling unit 1.0 space per dwelling unit
Other institutional uses not listed	10 spaces per 100 m ² of floor area
Other commercial uses not listed	3.0 spaces per 100 m ² of floor area

4.3.4 OFF-STREET LOADING SPACES IN COMMERCIAL ZONES

Where a building or structure is erected for a use permitted within a commercial zone, loading spaces shall be provided on the lot of which the building or structure is located in accordance with the following:

<u>Ground Floor Area</u>	<u>Number of Loading Spaces</u>
450 m ² or less	No loading space
Greater than 450 m ²	1 loading space

4.3.5 AUCTION SALES

No land or building or part thereof shall be used for offering for sale or selling by public or private auction any matter or thing.

4.3.6 DOWNTOWN TALBOT STREETSCAPE (By-law 12-2016)

Notwithstanding any other provision of this by-law, the following regulations shall apply to any new development or redevelopment within the lands shown in heavy solid line on Schedules "1", "2" and "3" to this by-law, and such Schedules shall be added to and form part of By-law 50-88 as amended and shall be known as "Schedule DT1", "Schedule DT2" and "Schedule DT3" respectively to By-law 50-88 as amended:

- 4.3.6.1.1 Minimum Building Height: 2 stories
- 4.3.6.1.2 Maximum Building Height: 3 stories
- 4.3.6.1.3 Setback from Talbot Street: In order to maintain a street related building form, new buildings shall be have a setback of NIL from the Talbot Street frontage.
- 4.3.6.1.4 Access to Talbot Street: No new access points to Talbot Street for motor vehicles shall be permitted.
- 4.3.6.1.5 Parking Landscape Buffer: New parking lots shall be located a minimum of 3 metres from the Talbot Street frontage.

TOWN OF STRATFORD ZONING AND DEVELOPMENT BYLAW # 45

Approval date: April 8, 2019

- Amendment No. 45A - Approval Date: April 8, 2019
- Amendment No. 45B - Approval Date: October 18, 2019
- Amendment No. 45C - Approval Date: December 3, 2020
- Amendment No. 45E - Approval Date: December 3, 2020
- Amendment No. 45F - Approval Date: August 2, 2022
- Amendment No. 45G - Approval Date: July 28, 2021
- Amendment No. 45H - Approval Date: July 28, 2021
- Amendment No 45I - Approval Date: April 22, 2022
- Amendment No. 45J - Approval Date: April 22, 2022
- Amendment No. 45K - Approval Date: August 2, 2022
- Amendment No. 45L - Approval Date: March 2, 2023
- Amendment No. 45M - Approval Date: August 29, 2023
- Amendment No. 45N - Approval Date: April 15, 2024



Imagine that!

10. PARKING PROVISIONS

10.1. PARKING REQUIREMENTS

10.1.1. In all zones, off-street parking and loading facilities shall be provided in accordance with this section.

Primary Type of Building	Minimum Requirement
Single Dwelling	2 parking spaces
Duplex, Semi Detached and Townhouse Dwellings having six (6) Dwelling Units or less	2 parking spaces per Dwelling Unit
Stacked Townhouse Dwellings	1 Dedicated parking space per Dwelling Unit and 1 Guest parking space per stack
Multiple Attached having six (6) Dwelling Units or less	2 parking spaces per Dwelling Unit
Multiple Attached Dwellings having more than six (6) Dwelling Units and less than nineteen (19) Dwelling Units	1.5 parking spaces per Dwelling Unit
Multiple Attached Dwellings having more than nineteen (19) Dwelling Units	1 parking space per Dwelling Unit
Hotel, Motel, or Bed and Breakfast	1 parking space per guest room
Auditoriums, Churches, Halls, Libraries, Museums, Theatres, Arenas, Private Clubs, and other places of assembly or recreation	Where there are fixed seats, 1 Parking Space for every four (4) seats; where there are no fixed seats, the seat count shall be based on the Provincial Fire Marshal’s seating capacity rating
Nursing Homes, Community Care Facilities, Hospitals	0.75 parking spaces per bed
Senior Apartments, Supportive Housing and Facilities	1.00 parking spaces per Dwelling Unit (minimum of 2 spaces)
Schools	1.5 parking spaces per teaching classroom and 1 Parking Space for each six seats of seating capacity in the auditorium; where there are no fixed seats, the seat count will

	be based on the Provincial Fire Marshal's seating capacity rating
Funeral Home	1 Parking Space per four seats of seating capacity; where there are no fixed seats, the seat count will be based on the Provincial Fire Marshal's seating capacity rating
Business and Professional Offices, Service and Personal Service Shops	1 Parking Space per 28 sq. m. (300 sq. ft.) of Floor Area
Automobile Sales and Service Establishments	1 Parking Space per 4.7 sq. m (50 sq. ft.) of Floor Area
Shopping Centre (Indoor Mall)	1 Parking Space per 18.6 sq. m (200 sq. ft.) of floor area
Restaurant or Lounge	1 Parking Space per 10 sq. m (108 sq. ft.)
Retail Stores	1 Parking Space per 20 sq. m (215 sq. ft.) of Floor Area
Convenience Store	1 Parking Space per 14 sq. m (150 sq. ft.) of Floor Area
Industrial, Warehouses, manufacturing	1 Parking Space per 28 sq. m (300 sq. ft.) of Floor Area or 1 Parking Space per employee and 1 Loading Area per loading bay
Colleges, Universities	As determined by Council at the time of application
Other Institutional	1 Parking Space per 37 sq. m (398 sq. ft.) of Floor Area
All uses in the CMU and UC Zones	0.5 Parking Spaces per Dwelling Unit 3 Parking Spaces per 93 sq. m. (1,000 sq. ft.) of Commercial or Office Space 0.75 Parking Spaces per guest room
All other uses not listed	1 Parking Space per 20 sq. m (215 sq. ft.) of Floor Area



APPENDIX D

Proxy Site Parking Utilization Survey Data

Saturday

16:30	14	14	0	29
17:00	8	12	-4	25
17:30	5	8	-3	22
18:00	14	6	8	30
18:30	7	4	3	33
19:00	4	7	-3	30
19:30	25	3	22	52
20:00	8	3	5	57
20:30	11	3	8	65
21:00	14	6	8	73
21:30	9	2	7	80
22:00	6	5	1	81
22:30	1	2	-1	80
23:00	3	0	3	83
23:30	2	0	2	85
0:00	1	1	0	85
0:30	2	1	1	86
1:00	0	1	-1	85
1:30	1	0	1	86
2:00	0	0	0	86
2:30	0	0	0	86
3:00	0	0	0	86
3:30	0	0	0	86
4:00	0	0	0	86
4:30	2	1	1	87
5:00	1	1	0	87
5:30	1	2	-1	86
6:00	1	1	0	86
6:30	0	19	-19	67
7:00	2	18	-16	51
7:30	5	1	4	55
8:00	4	17	-13	42
8:30	3	13	-10	32
9:00	3	6	-3	29
9:30	11	6	5	34
10:00	8	8	0	34
10:30	5	11	-6	28
11:00	5	3	2	30
11:30	7	7	0	30
12:00	14	8	6	36
12:30	5	12	-7	29
13:00	4	14	-10	19
13:30	5	5	0	19
14:00	2	7	-5	14
14:30	5	4	1	15
15:00	4	9	-5	10
15:30	18	2	16	26

Sunday	16:00	9	14	-5	21
	16:30	5	6	-1	20
	17:00	5	5	0	20
	17:30	5	4	1	21
	18:00	3	4	-1	20
	18:30	21	8	13	33
	19:00	3	8	-5	28
	19:30	5	7	-2	26
	20:00	19	3	16	42
	20:30	23	8	15	57
	21:00	15	2	13	70
	21:30	17	8	9	79
	22:00	6	6	0	79
	22:30	4	1	3	82
	23:00	3	4	-1	81
	23:30	0	0	0	81
	0:00	1	1	0	81
	0:30	2	1	1	82
	1:00	1	0	1	83
	1:30	0	0	0	83
	2:00	2	0	2	85
	2:30	1	1	0	85
	3:00	1	1	0	85
	3:30	0	0	0	85
	4:00	0	0	0	85
	4:30	1	0	1	86
	5:00	0	1	-1	85
	5:30	0	1	-1	84
	6:00	0	3	-3	81
	6:30	1	12	-11	70
7:00	0	3	-3	67	
7:30	5	13	-8	59	
8:00	2	6	-4	55	
8:30	10	23	-13	42	

survey ended at 9:00

spot count: 55 on Sunday at 8:32

Parking Demand
(Spaces/Occupied unit)

MAXIMUM OCCUPANCY AT INTERVAL

87

1

Parking Survey

Project: Proposed Commercial & Hotel Development, Phase 2, 1534 Dundas Street , Woodstock

Location: **Best Western Plus Woodstock Inn and Suites, 811 Athlone Av.**

Municipality: Woodstock, ON

Date, Time: Friday, July 5, 2024 at 00:00 to Sunday, July 7, 2024 at 09:00

Parking Supply: 86 standard stalls plus 4 accessible stalls = 90 total

Room Supply: 62

Room Occupancy: Friday night: 56 Saturday night: 62

Day	Start Time	In	Out	In-Out sum	Occupancy at Interval End
Friday	0:00	0	0	0	18
	0:30	0	0	0	18
	1:00	0	0	0	18
	1:30	0	1	-1	17
	2:00	0	0	0	17
	2:30	0	0	0	17
	3:00	0	0	0	17
	3:30	0	0	0	17
	4:00	0	0	0	17
	4:30	0	0	0	17
	5:00	0	0	0	17
	5:30	1	1	0	17
	6:00	0	0	0	17
	6:30	1	1	0	17
	7:00	0	4	-4	13
	7:30	0	4	-4	9
	8:00	1	2	-1	8
	8:30	3	3	0	8
	9:00	0	2	-2	6
	9:30	1	0	1	7
	10:00	1	3	-2	5
	10:30	1	3	-2	3
	11:00	2	3	-1	2
	11:30	0	0	0	2
12:00	1	1	0	2	
12:30	0	0	0	2	
13:00	0	0	0	2	
13:30	3	0	3	5	
14:00	5	4	1	6	
14:30	9	7	2	8	
15:00	4	4	0	8	
15:30	9	2	7	15	
16:00	2	2	0	15	

	16:30	3	10	-7	8
	17:00	6	3	3	11
	17:30	6	4	2	13
	18:00	4	2	2	15
	18:30	3	6	-3	12
	19:00	1	7	-6	6
	19:30	11	3	8	14
	20:00	8	3	5	19
	20:30	9	2	7	26
	21:00	2	2	0	26
	21:30	8	4	4	30
	22:00	20	7	13	43
	22:30	7	1	6	49
	23:00	1	1	0	49
	23:30	5	0	5	54
Saturday	0:00	2	1	1	55
	0:30	2	1	1	56
	1:00	0	0	0	56
	1:30	0	0	0	56
	2:00	1	1	0	56
	2:30	0	0	0	56
	3:00	0	0	0	56
	3:30	0	0	0	56
	4:00	0	0	0	56
	4:30	0	0	0	56
	5:00	2	1	1	57
	5:30	0	0	0	57
	6:00	3	4	-1	56
	6:30	1	2	-1	55
	7:00	0	4	-4	51
	7:30	0	11	-11	40
	8:00	2	6	-4	36
	8:30	4	6	-2	34
	9:00	2	12	-10	24
	9:30	2	5	-3	21
	10:00	1	13	-12	9
	10:30	3	2	1	10
	11:00	3	5	-2	8
	11:30	6	2	4	12
	12:00	3	3	0	12
	12:30	7	2	5	17
	13:00	5	12	-7	10
	13:30	15	2	13	23
14:00	14	3	11	34	
14:30	8	1	7	41	
15:00	1	9	-8	33	
15:30	2	1	1	34	

	16:00	4	1	3	37
	16:30	1	8	-7	30
	17:00	5	6	-1	29
	17:30	8	2	6	35
	18:00	5	2	3	38
	18:30	5	3	2	40
	19:00	3	3	0	40
	19:30	3	3	0	40
	20:00	3	2	1	41
	20:30	8	3	5	46
	21:00	6	4	2	48
	21:30	7	2	5	53
	22:00	6	3	3	56
	22:30	4	1	3	59
	23:00	1	1	0	59
	23:30	1	0	1	60
Sunday	0:00	1	1	0	60
	0:30	3	1	2	62
	1:00	0	0	0	62
	1:30	0	0	0	62
	2:00	3	3	0	62
	2:30	2	2	0	62
	3:00	0	0	0	62
	3:30	0	0	0	62
	4:00	0	0	0	62
	4:30	0	0	0	62
	5:00	0	0	0	62
	5:30	0	0	0	62
	6:00	0	0	0	62
	6:30	1	2	-1	61
	7:00	2	3	-1	60
	7:30	1	15	-14	46
8:00	2	10	-8	38	
8:30	9	9	0	38	

survey ended at 9:00

*spot count: 40 on Sunday at 8:22

Parking Demand
(Spaces/Occupied unit)

MAXIMUM OCCUPANCY AT INTERVAL

62

1